

SELECTED POETRY

AT THE WINDOW.

BY JAMES M. THOMPSON.

I heard the woodpecker pecking,
The bluebird tenderly sing;
I turned and looked out of the window,
And lo, it was Spring.
A breath from tropical borders,
Just a ripple, flowed into my room,
And washed my face clean of its sadness,
Blew my heart into bloom.
The loves I have kept for a lifetime,
Sweet buds I have shielded from snow,
Break forth into leaf and blossom,
When Spring winds do blow.
For the sap of my life goes upward,
Obedient the same sweet law,
That waters the heart of the maple
After a thaw.
I forget my old age and grow youthful,
Bathing in wind tides of Spring,
When I hear the woodpecker pecking,
The first bluebird sing.

The Darien Exploring Expedition.

A letter written on the board the steamship Rising Star, and dated April 26, says:

The members of the United States Darien Exploring Expedition are now upon their return to the United States, their labors of the past season having been crowned with the most complete success. By the new line via the Napipi and Doguado rivers the entire length of the canal has been reduced to twenty-eight miles, and length of the tunnel to about three miles, and the estimated cost of the work to less than seventy millions of dollars.

The following brief statement will enable all to judge of the importance of the results accomplished this season: The line surveyed by the expedition of 1871, widely known as the "Napipi Route," requiring a cutting of thirty miles, with a tunnel of five miles, attracted the greatest attention, and was most favorably regarded by engineers and commercial men interested directly in the ship canal question. The estimated cost of a canal twenty-five feet deep, by this route, was about eighty-five millions of dollars, and the most enthusiastic advocates of other routes were obliged to admit that in the Napipi route they had a most dangerous rival. But Captain Selridge was not satisfied even with this great success. The exploration of the Napipi had been made under most unfavorable circumstances, and the advent of the rainy season, combined with other causes, had prevented a thorough examination of the surrounding country. Sufficient information was, however, obtained to indicate the possibility of improving the route by following up the valley of some one of the tributaries of the Napipi coming in from the southward, and to test this question the present expedition of 1873 was organized.

As already indicated, the results obtained have been of the most satisfactory nature. By leaving the Napipi at its principal tributary, the Doguado, and following up the valley of that stream, the entire length of the canal has been reduced from thirty to twenty-eight miles, the length of the tunnel from five to three miles, and the deep cutting in a corresponding proportion. In this way the estimated cost (and the estimates are liberal) will be made to fall below seventy millions of dollars.

Twenty-two of the twenty-eight miles of this line lie through an almost level plane, with a gentle rise, where an occasional lock—nine in all—will be required to keep the cutting near the surface. Within the remaining six miles lie all the engineering difficulties—difficulties they may be called—of the enterprise. The only obstacle, then, which lies in the way of shortening the paths of commerce between all parts of the world by many thousands of miles is what? Six miles of rock. How long, in this nineteenth century, this age of steam and of stupendous enterprises that dazzle the imagination and challenge the nations of the earth suffer long deceptions in communicating with each other by circuitous routes while so insignificant a barrier lies in the way of a safe, speedy and direct pathway. Let the United States look to it that the rich prize now within their reach does not slip from their grasp, for already other nations are moving in this direction.

A Peruvian commission for the examination of this question arrived in Panama and sailed for Chiriqui with the intention of co-operating with Captain Selridge on the very day that his expedition concluded their labors. It is understood that the government of Peru has announced its intention of undertaking the construction of a canal, a line can be found by which the estimated cost will not exceed seventy million dollars. The line by the way of Napipi and Doguado, as we have shown, fulfills these conditions. The canal, then, will undoubtedly be built. The question is, shall the United States build and control it, or shall we allow it and the commanding position it will confer to pass into other hands.

Victoria Woodhull wants to lecture in Petersburg, Va.

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Express, 11:40 a. m.

Mail, 7:40 p. m.

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Mail, 9:00 a. m.

Express, 3:00 p. m.

ARRIVE AT WELDON.

Leave Weldon, 8:30 p. m.

Arrive at Weldon, 3:00 p. m.

Arrive at Petersburg, 2:40 p. m.

GASTON TRAIN.

Leave Petersburg, 7:30 a. m.

Leave Gaston, 1:15 p. m.

Arrive at Gaston, 8:10 p. m.

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